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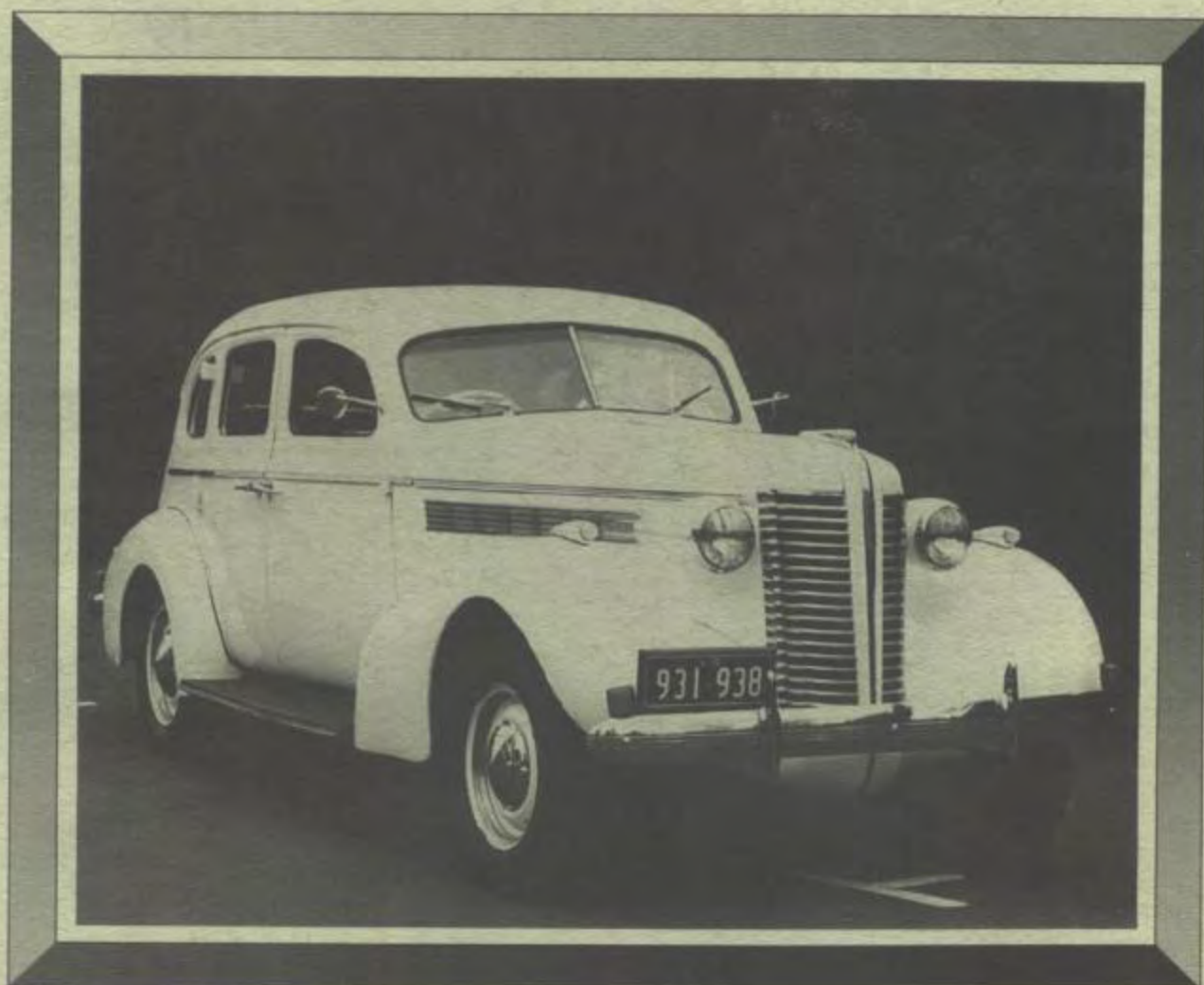
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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIII • NUMBER 4 • MARCH / APRIL • 1995

BUICK
1937  1938

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THE 9th CYLINDER

This issue of the *Torque Tube* is the fourth of six issues in our current publishing year. I recently mailed out reminder notices to last years members who did not renew. We had a good response and our paying membership is now just over 450. We ended last year with 474 paying members and should come close to that this year.

Often I receive messages on my answering machine from members requesting me to return their calls. Please realize the cost comes out of my own pocket, so I am now returning all calls collect. Also please enclose a Stamped Self-Addressed envelope if you want me to reply to your letter. Thanks.

Club member **Dan Murtz** (#835) who owns a 38-41 says he sure enjoys the *Torque Tube*. "When I get home in the evening and I find the mail spread out on the table, I would rather read the *Torque Tube* than eat dinner!"

Bill Whyte (#968), who lives in Scotland, sent this photo of his Teddy bear named Edward reading the *Torque Tube*. Edward wears a "Buick Bear" sweater with a pin that reads "I love my Buick." The pin was given to him by one of the Buick executives wives last June during the dedication of a plaque to David Dunbar Buick in Arbroath, Scotland. Bill's '38 Century convertible coupe was at the dedication and also featured in the November/December 1994 *Torque Tube*.

For my birthday, my sister sent me birthday greetings with this photo on the card (see top of page 2). It shows three women and a man with a '38 Special Trunk Back Sedan Model 41 having a picnic on the beach in Sarasota, Florida. The car has 1940 Ohio license plates. You can tell it's a Special by the light (ivory) colored steering wheel. The Big Series cars had a dark (mahogany) colored wheel.



FOUNDED IN 1980 BY DAVE LEWIS



Another greeting card photo (top of page 3) shows a New York City street scene in 1940. Notice the '37 Roadmaster or Limited in the middle-ground.

The Strand movie theater is playing "City for Conquest," the story of a boxer's devotion to his young brother. It stars James Cagney, Elia Kazan and Arthur Kennedy. This card was sent in by member **Andy Diem** (#852).

Charles Jekofsky (#524) lives in Washington, D.C. Charles has been looking through the Library of Congress collection of Depression era photographs. They have about 100,000 photos and so far Charles has gone through about 10,000 photos looking for shots of '37 and '38 Buicks. After he finds the ones he wants, he will photograph and share them with us. Thanks Charles. He says one shot was taken from the German Embassy in Washington, D.C. in 1941. It show the Nazi flag with a '37 or



'38 Buick Model 41 in the background.

David Pitzer (#971) also writes: "Keep up the good work, the *Torque Tube* is very interesting to read and I have learned a lot about my '37

Special Sport Coupe Model 46S from it."

Virgil Parker (#1087) of Mount Vernon, Washington phoned regarding the cleaning of transmission or engine parts with gasoline as mentioned in a recent *Torque Tube*. Virgil, who worked in the petroleum industry, says *it's dangerous to keep and use gasoline in your shop to clean parts. Any accidental spark or static electricity can set gas or its fumes off.* Virgil says it's much safer to use a grease remover solvent such as Pittsburgh Paints Acryli-Clean.

Shortly after returning from a two week vacation in Florida, **John Fawcett's** (#242) wife had a massive stroke and passed away on February 23. Our condolences go out to

≡ TORQUE TUBE ≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (USA) per year Canada; \$48.00 per year in Europe and South American and \$57.00 per year all others. All issues are mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the 1937-1938 Buick Club.

Please send all subscriptions, articles, ads and inquires, etc. to:

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you John. Hopefully working on your '38 Century will help ease some of your sorrow.

My car has after-market turn signals added by a previous owner. They work fine, but sometimes I noticed the small lights that signal a left or right turn did not always work. As most of these after-market units are made for 12 volt cars, you may need to change the indicator light bulb inside the turn signal unit. I replaced the 12 volt #53 bulb with a #51 6 volt bulb and presto, that corrected the problem.

The photo in the middle is a green 1938 Century Model 67 Slant Back Sedan that belongs to **Bill Patterson** (#928) in Newfoundland, Canada. Bill probably has the restoration of the car nearly finished by now as this photo was taken in 1991.

The car was purchased in New York state by a Canadian, Mr. Newman Parrot. He ordered it with sidemounts and Motorola signal-seeking radio, but no heater, since he only planned on



driving it during the summer months. His license, insurance papers up to 1966 as well as the owners manual are still in the glove box. Mr. Parrot died in 1967. The second owner was in effect Mr. Parrot's estate. The legal consul for the estate, Judge William Adams, kept the vehicle until 1978 when **Gary Mandville** (#485) bought the car. The fourth owner, club member, **Bill Patterson** (#928) purchased an original Buick wind-

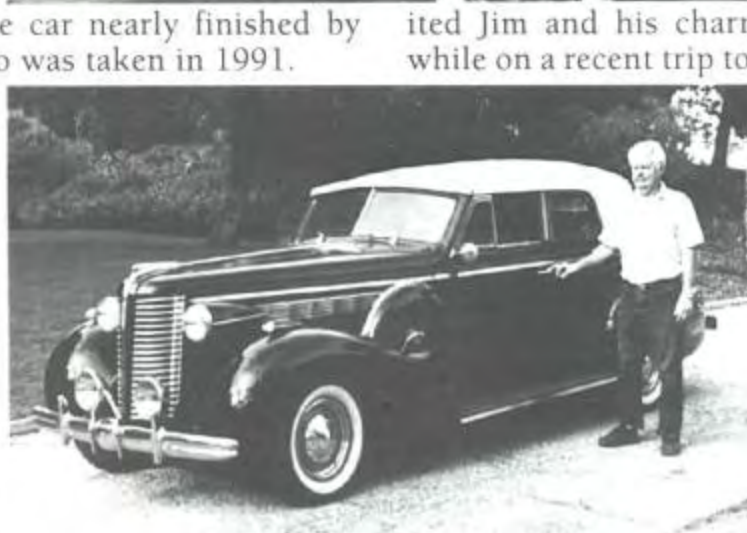
shield washer to install in his car. This is a first for me. I've never seen a '37 or '38

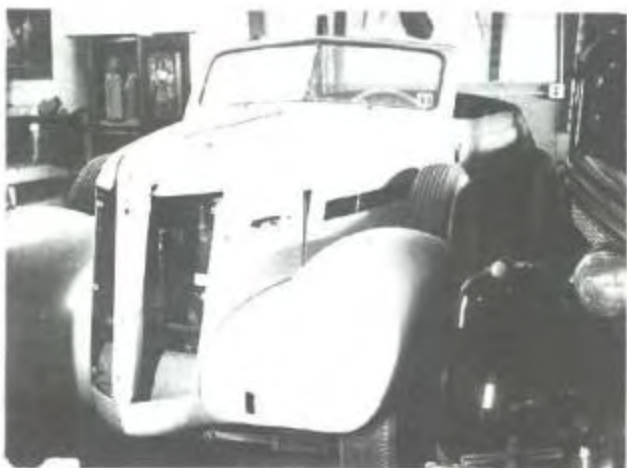
Buick with one. Send us a photo when your restoration is completed Bill.

Jim Fuller (#737) alongside his pride and joy, (bottom photo) a black '38 Century Phaeton Model 60C. I vis-

ited Jim and his charming wife Barbara while on a recent trip to see my son who is

a student at the University of California in Santa Barbara. Jim let me drive his car. It sure handles nicely. Jim also has three other '38 Centuries, a 66S, a 61 Trunk Back Sedan and a 67 Slant Back Sedan.





Here's **Gary Stafford** (#588) and his '38 Special Business Coupe (see first photo). Gary lives in Ventura, just south of Santa Barbara. I visited him shortly after seeing Jim Fuller. Gary's coupe has a Buick motor under the hood, but it wasn't the one the factory shipped with the car. Gary took me for a ride. *It really moves.* He also has a stock '38 Century Sport Coupe. He also owns this rare 38-87 Roadmaster Slant Back Sedan (see second photo) and this '37 Century Convertible Coupe Model 66C (see third photo). Both cars need restoring (that's Gary's '38 Century Coupe on the right).

Al Wieling of Clarkston, Michigan acquired this 1938 Special Two Door Trunk Back Sedan Model 48 six years ago (see bottom photo). Buick made over fourteen thousand 38-48's. When Al was searching for an antique car, he was often dismayed by the owner's lack of knowledge about their cars.

Al spotted this Buick with the owners phone number at a car show. He took a test drive and for a change, found the owner very knowledgeable about his car. The car also came with lots of extra parts, starters, brakes, wheel cylinders etc. After a little negotiating the Buick changed hands.

Al says his car is not show quality, but he enjoys driving it. Often older people will tell him that either they or one of their relatives used to own an old Buick.

Christian Simon (#1062) in Switzerland reports his 38-61 Century Sedan's map light cover has gold lettering. This is what **Joe Giordano** (#333) also reported about his 38-61. Christian's Century also has the chevron instead of the woodgrained dash.

Correction: In the Technical Tips section of the last issue, I wrote that you can purchase repro 1938 Sedan Trunk Supports from **I&I Reproductions, Inc.** in Paramount, CA. I included their FAX NUMBER instead of their telephone number, so those of you who called, received that screaming FAX TONE. Their phone number is (310) 531-8117.

Harry

This white 1938 Holden Bodied Buick Special belongs to **Max Grant** (#919) in Australia. Max is the President of the Buick Car Club in the state of Victoria. His car is a Model 40x which was a "Crated Knocked-down Chassis." Buick exported 6,528 of these in 1938. Then the GM Holden plant added the Australian body and bumpers.



1937-1938 EASTERN MEET

By Karl Anderson (#47)

The 1995 Eastern Summer Meet will be hosted in Winchester, VA., August 11/12 by Karl and Dorothy Anderson. You'll tour the beautiful Shenandoah Valley and Blue Ridge Mountains, see a Clarke County Estate, visit a Flea/Antique Market and enjoy the scenery of the area.

The host motel is the Holiday Inn in Winchester. Rooms are either King or with two double beds. They are spacious. A swimming pool is there, also complimentary coffee in the lobby. There are many restaurants within walking distance.

The motel is at Exit #313-East off of I-81 (I-81 and Route 50). The rate is \$49 per night for 1 to 4 people per room. Check in date is August 10. Check out August 13.

You are to make your own reservations. A group of rooms will be held until July 27th. Be sure to tell them you're with the '37/'38 Buick Club. Also give them the code: MBA. Their phone number is: (703) 667-3300.

Note: Winchester is about 75 miles west of Washington, D.C. Some of you may want to come early or stay later to see the Capital, the Washington monument, Lincoln and Jefferson Memorials, and etc.

Also, the AACA Founder's Tour starts August 13 in Fredrick, MD. That's about 60 miles from Winchester. So you can attend both meets if you want. Any questions?

Contact Karl or Dorothy Anderson, Rt. 3, Box 6195, Berryville, VA. 22611. Phone (703) 955-1026



1937-1938 WEST COAST MEET

By Harry Logan (#651)

The 1937-1938 Buick Club West Coast Meet will be held in the Monterey Peninsula/Santa Cruz Mountains area on September 15, 16 and 17. We will be staying at a motel yet to be determined on Lighthouse Avenue in Pacific Grove on Friday September 15.

This location is within easy driving to scenic Monterey, Pebble Beach, "17 Mile Drive" and Carmel. It is just a few blocks from the Pacific Ocean and as author Robert Lewis Stevenson said over one hundred years ago, "*One of the most beautiful places in the world where the land meets the sea.*"

Plan to arrive on Friday afternoon or evening. We'll have a hospitality room available with coffee so you can meet old and make new friends. Saturday morning we'll have breakfast, do some tire kicking and look at the cars. Then we'll leave at 10 am to tour the area, stopping at scenic points on the 17 Mile Drive, driving through downtown Carmel, stopping at the Carmel Mission, continuing along the Ocean, passing by poet Robinson Jeffers rock home and tower where he did his writing. Then we head up Ocean Avenue and catch Highway One towards the picturesque town of Capitola.

We'll have a late lunch at a restaurant right on the beach. Then off to tour through Santa Cruz with a stop at Natural Bridges State Park. From there we head up into the Santa Cruz Mountains to the Brookdale Lodge in Felton where we'll stay on Saturday night.

After settling in at the Brookdale Lodge, we'll head over to **Saul Hoffman's** (#666) home nestled among the tall Redwood trees for supper and a look at his car collection, then return to the Brookdale Lodge.

Sunday morning we'll have breakfast and take a short drive to the Roaring Camp Railroad for a train ride through the Redwoods. Afterwards those wishing to can walk with me to Henry Cowell State Park right next to Roaring Camp for a beautiful

mile walk through the Redwood Forest. The Redwoods are the world's oldest living species. They reach up to the sky and are truly a magnificent sight. As one of the tour guides said, "*The Redwoods are Survivors.*" That about sums up our '37/'38 Buick Club doesn't it?

This should be a fun weekend. Hopefully we will have about 15 '37 and '38 Buicks.

There will be more details to follow in the next **Torque Tube**.



MY TRIP TO HERSHEY

By Lars Gulliksrud (#1013) in Norway

Hershey was great! Going there for an old car freak is like going to Mecca for a Muslim. For my two Norwegian traveling companions and myself, this was the event of the year.

We flew from Oslo to Baltimore. We drove to our hotel in Harrisburg, Pennsylvania stopping in York to visit the Harley Davidson museum and plant. Very interesting to see how they assemble the parts to complete a motorcycle and then start it up.

The official opening of Hershey was on Thursday, but we started walking around early Tuesday. It was a bit slow at the beginning, some vendors were still setting up. But in the afternoon you could buy parts all over the area. Actually the first two days are when you can locate the hard to find parts as it's not overcrowded.

We started walking at 8:30 am and went home at 5 PM. After two days we were rather tired, and after two more days I felt like I need a new set of legs!

Friday we went to the stadium to see the old race car "run". Old race cars that are to be judged must be able to run at least one lap at the stadium. Everyone did more than one lap and it was great to see them in action. The oldest was a 1924 Dodge racer. There were

also several from the 1930's with Ford flatheads and a very impressive 1932 Miller V-16 racer. What a sound that engine made!

We spent the rest of the day at the car corral. There were several nice 1937-1938 Buicks for sale. This nice '37-66C Century Convertible Coupe (*below*) in light yellow with red wheels and interior was offered for \$32,500. There was also a 37-47 slant back sedan. It was black and a first prize winner. A 38-41 in good shape was offered for \$7,400. There were also several 1939's for sale.

Saturday evening we started to pack up all our parts. You should have seen our hotel room. It looked like a war zone. I'm glad the hotel people didn't see the mess or we would have been thrown out!

At the airport, it took two people to put our suitcases on the scales. We had to pay extra, but we had no problems with customs. The weather was nice, around 75°F (25°C) and sunny. When we landed in Oslo it was just above freezing and there was a cold wind blowing!

Well that was our trip. To see all those cars and parts is an adventure for us Norwegians. It's hard to describe, you have to go and see for yourself. You will be in heaven.



Queen Wilhelmina's Buick

By Harry Logan (#651)

To maintain royal appearances in the most regal way, "Fit for a Queen," this 140 inch wheelbase 1938 McLaughlin Buick Limousine, Model 90L, was ordered with right hand drive and majestic appointments by the Dutch government for non other than *Queen Wilhelmina of the Netherlands*.

In 1939 the car was shipped to the Dutch Consulate down in Melbourne, Australia complete with a chauffeur. It remained there until 1953 when the chauffeur retired and was given the car.

He became a potato farmer and used the car to haul his potatoes to market. He sold the car to four young men who took the car on a surfing safari. It cost too much to run so they sold it to a Buick car collector. The collector stored it under a very flimsy awning for 15 years. The right hand side was exposed to the elements and rusted out.

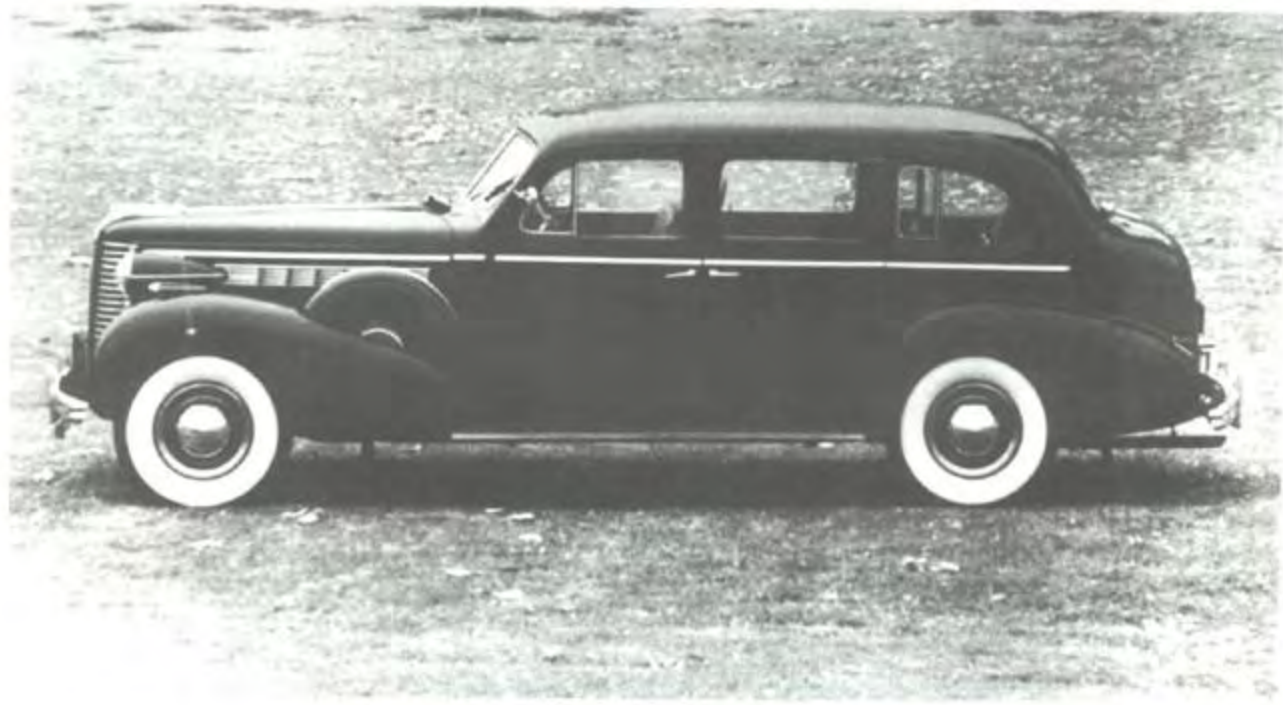


A Royal Ride...

The car was then sold to another Buick collector who dismantled the car and left it in pieces. Apparently he had a habit of doing this as he had several other dismantled cars in his garage.

Then in 1987, Basil Kier bought the car. Basil lives near Sydney. His photo appears on pages 7 and 8 of the November/December 1994 *Torque Tube*. It took him four years to reassemble and restore. Basil often loans the car out to Buick Club members for special occasions such as weddings. In fact the only reason he didn't bring it to the meet my wife and I attended was that it was on loan. Basil only asks that you bring it back washed and with a full tank of petrol! The car has a higher than normal rear seat so that Queen Wilhelmina, who was short, could easily be seen. It has leather front seats with a rubber floor mat. The rear was upholstered in tan Bedford cord. The car has a heater, roll-up divider window, Jager clock on the back of the front seat and a microphone so the passengers can communicate with the driver. The car also had European style electric turn signals which have been removed.

...Fit for a Queen.



A "DARRIN" BUICK? AND NEW HOME FOR AN OLD FRIEND

By Lew Wildt (#245)

These two photos show a car that started life as a 1938 Buick Century Sport Coupe Model 66S. It was going to be modified into a roadster styled after a Packard Darrin, but never completed.

The front clip is from a 1937 Century. The top was cut off and the area about the jump seats was paneled over. The cowl and firewall were lowered 6 inches by cutting out the center section. The nose was sectioned 6 inches. A contoured 6 inches was removed from the bottom of the hood side panels. The

body behind the rear of the door to the rear fender was shortened 14 inches as well as the frame and X-member. Also the drive shaft and torque tube were shortened 14 inches.

As you can see in the photos it had '53 Skylark wheels. It was completely stripped except for the sheet metal and rolling chassis. It could have been a nice looking one of a kind car had it been completed. However, from years of setting outside in Indiana weather, it was very rusty and stripped of most usable parts. I bought it to salvage what was left.



I recently purchased this black 1938 Century Sport Coupe Model 66S (*below*) that formerly belonged to **Larry Tindall** (#892) in New Jersey. This car still has the original paint and interior. It was featured in an early **Torque Tube** and was also on the cover of the January, 1979 **Buick Bugle**. The car is great but there are flaws that I can see and I will soon take care of them.



FOR WOMEN ONLY?

By Stephanie Ragan

(Ed: I read many car articles and have never used one from another magazine in the Torque Tube before. But after reading this article by Stephanie Ragan in Miss Information's Automotive Calendar of Events, I just couldn't resist. This lady really understands male psychology.)

I have some observations I would like to share with wives who are new to the hobby of car collecting. To those of you who say "Oh, we're not actually collecting, we're just going to have this one car", I respond with those perceptive words of the younger generation, "Yeah, right." That's what I thought too, but there's this little word that's going to change all that...**parts**.

There are parts that your car needs and parts that it might need someday. There are parts that it doesn't need, but would be good for trading for parts that it already has, but needs better-looking ones.

At this point you might say, "We're not going to show this car. We just want to drive it."

I have found that to a man, every car is a show car. You probably don't care if the left rear ash tray is missing. (How often are you likely going to have a left-rear passenger who smokes?) But he cares.

And he cares if all the hubcaps don't match, or the radio doesn't work or the rear view mirror is incorrect (another word you're going to hear a lot).

"I know it has a perfectly good one, but it's incorrect for a '38." Even if your pride and joy is not going into competition, his buddies are going to be looking it over. In fact, it's going to be shown and it's got to be (at least) presentable. Imagine his embarrassment if some total stranger at a car meet—glancing casually under the hood—were to remark, "Hey, you know you got the wrong

dipstick for that year?"

There is a never-ending need (lust?) for parts and they are frequently expensive and often hard to come by. You will find this out the first time you're sent out into a mile-long flea market to turn up a "what's it" exactly like the one weighing twelve pounds and covered with grunge which you have been given to carry around in your purse for easy reference.

If it hasn't already materialized, I would suggest that you prepare yourself for the imminent arrival of the *parts car*. It is, of course, the only practical way to go. All the parts your car will ever need, packaged in a rust heap that sat axle deep in cow manure for the last 20 years.

For some folks, it ends there, just like he promises. Not for us. Three or four days after the parts car took its place (*my place*) in the garage, it started: the rubbing of his chin, shaking of the head as he prowled around the soon-to-be-dismantled vehicle. "You know, honey, I hate to say it (not as much as I hate to hear it) but this darn car is just too good to part out. In some ways it's better than our other one."

Yes. On the grounds that it would be a criminal act equal to the slaughter of the innocents, the plans for the removal of parts was abandoned and we ended up in due time (48 hours) with another parts car for our parts car. This was the one that was only going to be around for a couple of weeks

until he could get all the stuff he needed off of it. Then it definitely was going to be hauled away.

Do you have any idea of how much of a parts car is going to be salvaged? I didn't.

The doors came off, the hood (it's *better than either of the others*), the back seat (for springs), the rotten piece of smelly carpet in the trunk (for the pattern), anything that could be sold or traded was leaned against a tree.

There was so much of the car still around after it was hauled away 16 months later that I didn't even know it was gone. Our thoughtful neighbor lady actually came over one day to inquire if we knew that heavy-metal trash pickup day was coming. My husband was highly insulted.

By the way, you don't really want to know what lives in parts cars, especially in the depths of the scruffy seats. I will just mention that my husband once tried to convince me that the reason the entire floor of a certain car was rusted away was because of mouse urine. Yeah, right. He thinks I'll believe anything.

We did find enough tiny mice skeletons to construct a family tree going back countless generations and, in one of our parts cars, we even found a large family alive and thriving with new babies and a well-stocked larder of nuts and seeds.

We also found a very long shedded snake skin, which is why I'm not going to sit in that car no matter what he does to it! The back seat containing the rodent home was taken outside and left near the woodpile to encourage relocation.

Here's something else you need to know about parts. As a species, they may start out in the garage but they don't stay there. Some parts are too valuable. You never know when someone might break in and steal that set of NOS head gaskets or the really cherry taillight assembly. Beside, he just plain likes to look at them during TV commercials.

That's why the rebuilt water pump is on the coffee table and the crankshaft is

resting across the arms of the newly upholstered chair. There has been an item sitting on the side of the sink in our bath room for the last six months.

A recent inquiry brought the following information. It's a '37 Buick slyfon, and that is not a typing error. Just before Easter I finally came to terms with it. I found an artificial Zinnia of a coppery color that just matched and stuck it in the middle of where there is a little hole (*possibly for just such a purpose*). My husband approved and seemed pleased that I was finally appreciating the ornamental value of these things.

You should also know about the new library you may have already started to acquire. The books will include everything that has ever been written about your particular brand of car including histories of the company, every collection of photographs of all cars of the same vintage as your car, and railroad timetables that happened to have been printed in-get this-the exact same year your car came off the assembly line!

There will be new magazine subscriptions. Some of them costing more than your midwinter heating bill and for God's sake don't set a glass down on the cover of one.

Of course, there is **Hemmings** (*cross yourself*). It's the one in the plain brown wrapper that replaces your husband's face for the first several days after it arrives. It will often be found by the telephone with little pieces of paper sticking out of it.

That's another thing. Your phone bill is definitely going up. The phone rings one evening and your husband (*who never answers the phone once he is settled in front of the television*) makes a dash for it explaining "That will be the guy in Kalamazoo I called earlier about a '38 clutch disc" or Albuquerque or Australia. Antique car buffs are not bound by traditional mores regarding an appropriate hour to call one another. When you grope for the phone ringing beside your bed at half-past midnight, the guy in New Jersey is not really going to understand why you sound so testy when he knows your husband has been waiting anxiously for the

information on whether the rocker panels he has for sale are the correct ones for your car.

Lastly, I'd like to mention money. You are about to get your priorities straightened out for you.

Any money spent on old cars is not money gone. It is an investment, unlike what you squander on food, clothing, travel (unless to a car show) and the beauty salon. You will be constantly reminded of "what these cars are going for at the big shows". You will be asked to read ads from **Hemmings** and you had better not say anything smart like, "That's what they're asking, but do you know if that's what they're getting?"

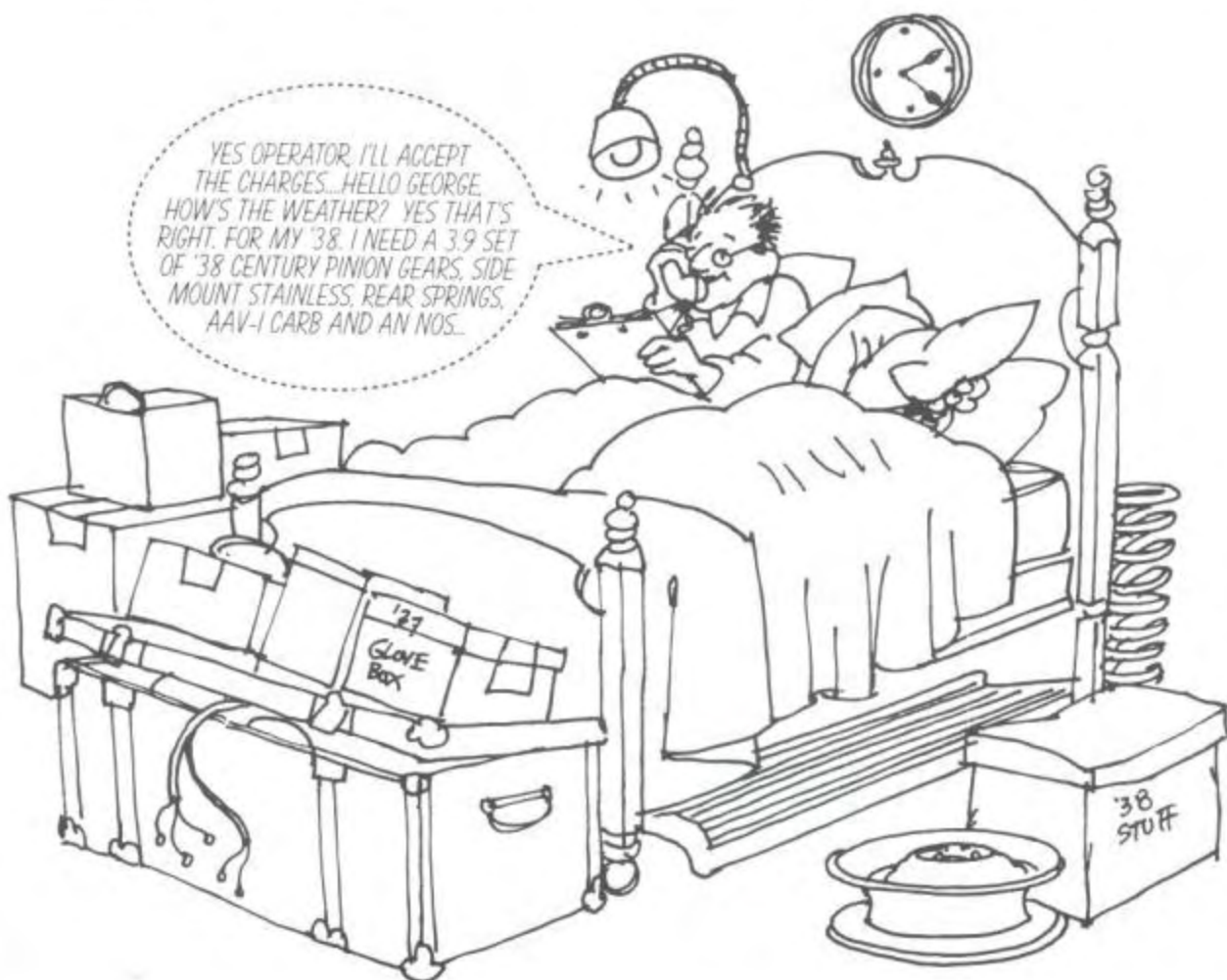
Be prepared when you come home with a terrific bargain of which you are justly proud. Something frivolous like, say, a secondhand vacuum cleaner, to have your news greeted with a look of sad reproach and something like "What you paid for that would

have bought us an authentic license plate holder so we could have had the car on the road by Christmas".

I hope all this forewarning doesn't sound too negative because the hobby is really a lot of fun. You meet nice people and your husband will have more friends that he has ever had before, especially when he is parting out a particular model or has lucked into a deal for an outhouse full of the remaining mildewed (but original) boxes from a car dealership that went bust in the '40s.

You'll go on neat tours and really thrill to the sight of a long line of these old automobiles slowly pulling out on the road, chrome gleaming in the sun. That's when it's all worth it.

So, just keep your mind open, your sense of humor finely honed, and your money in a secret Swiss bank account. You're going to love the world of antique cars.



THE STORY OF MY 1937 BUICK SPECIAL MODEL 41

By Tony Morales (#1060)



My wife and I with our Buick in Hialeah, Florida.



My friend Felix and I went to an auto electric shop to pick up his BMW which was being repaired. The mechanic was working on both the BMW and a Ferrari at the same time. Felix and the mechanic were discussing how different cars are now days compared to older cars. He mentioned that I owned a 1930 Model A Ford. The mechanic

mentioned that he had an antique car also. He got it because one of his customers could not pay him and gave him the car instead. I asked to see the car which was in a warehouse next door. There it was, the car I had been looking for. It was dusty and uncared for and needed some restoration, but it still looked beautiful!



I asked if it was for sale and the answer was yes. I made him an offer and told him that I would finish restoring the car. And the next day the car was mine.



I drove it home and in six months had the car restored. My wife and I take it to car shows and other events. We're really enjoying this old Buick.

38-66C CENTURY CO

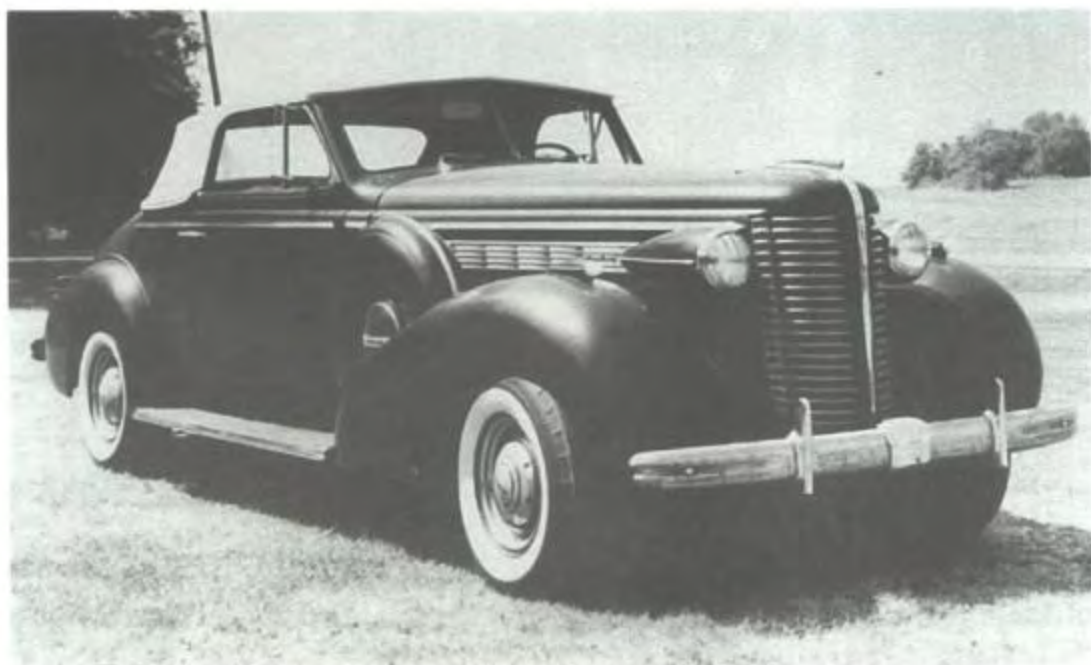


This 38-66C and the one below were photographed at the **1978 Buick National Meet** by **Joe Giordano** (#333). It belonged to former member Bob Huxley and now belongs to Joe Bettis in Vermont. Joe is very fortunate as he owns two 38-66Cs. His second one does not have sidemounts.



This 38-66C belonged to Bill Rannells of Cleveland, Ohio. Note the lack of a bumper badge and there is no hole in the center of the bumper. **Bill Whyte's** (#968) 38-66C in Scotland is like this.

INVERTIBLE COUPES



Joe Giordano (#333) owns this 38-66C as well as a 37-66C. Both need restoration which Joe hopes to begin soon.



This Corot Beige 38-66C with red wheels, dual spot and Trippe lights belongs to **Ron Stigler** (#432) of Downers Grove, Illinois. It was featured in the May/June 1993 issue of the ***Torque Tube***. Ron bought it in Los Altos, California in 1981. Hopefully, Ron will bring it to the **Buick National Meet** near Chicago this July.

Technical TIPS

ALBERT FINK'S OVERHEATING PROBLEM

Several members responded to **Albert Fink's** (#941) overheating problem with his '38 Limited that appeared in the November/December **Torque Tube**.

Albert's problem was when he drives around 55 mph, the temperature slowly increases to 212°F if he drives long enough. Then when he slows down, the temperature will drop to around 180°F-190°F. Then when he stops, the coolant boils over and spill on the ground.

Dan Murtz (#835) says that two years ago he and his wife attended a car show in Florida. They went for a ride in a 38-41 owned by **Bill Gillespie** (#874). He asked Bill how he keeps the car cool in the Florida heat?

Bill said that when he had the engine rebuilt, the freeze plugs were pulled out and a coat hanger used to go through the holes and knock out all the crud that had built-up around the last two cylinders.

Bill thought that all the deposits moved to the rear of the block and built-up there, eventually blocking the flow of water to the rear of the engine. Then the crud was washed out with water pressure.

Bill said to do this on my car I should knock out the rear freeze plug and work the coat hanger around while running the water

hose through the thermostat housing up front. The water will flush out the crud past the coat hanger. This may help Albert. At least it's worth a try. Thanks Dan and Bill for the tip.

Greg Marshall (#148) say he would check the thermostat first. It's cheap and easy to do. According to the 1937 Shop Manual, the thermostat should be fully open at 170°F. If it wasn't fully open at 170°F it would gradually slow the water flow through the engine and possibly cause the overheating condition.

If that didn't fix it, check the fan belt for glazing which might cause slippage at higher rpm. Also run the engine up to speed and watch the fan belt to see if it flops which might also cause slippage.

If all this didn't fix it, pull the water pump to check the impeller to make sure it isn't corroded or the pump wasn't restricted due to rust build-up or whatever.

Lastly, check to see if the shop that cleaned the radiator checked to see if it was in good condition inside. If the tubes are rotted inside, the water doesn't flow correctly and so doesn't dissipate the heat. Also make sure the cap isn't allowing a small amount of water to leak out as the car goes down the road until finally it gets too low and starts to overheat. If you have any other suggestions, send them in.

PARKING LIGHT CLIP

By **Harry Logan** (#651)

This curved clip is used on '37 and '38 Buicks to help hold the fender parking light cover in place. The cover has a metal tongue that slips under the clip. The clip is often missing, but could be easily made.

My curved original clip is 1 3/16" long and 1/32" thick. It would be slightly longer when flat before the curved is added. It is 5/8" wide tapering to 3/8" at the curved end with a 3/16" hole for a 10-32 UNF screw.



CONVERTING TO A "DUAL" MASTER CYLINDER



E.W. Scrivener (#1039) wrote in the November/December issue that he has two '38 Specials that he has restored. He'd feel better if the cars had a double master cylinder so that the front and rear brakes were independent of each other.

Greg Marshall (#148) writes: "Since the Buick master cylinder is mounted under the floor, swapping master cylinders should be pretty easy to conceal. The piston diameter of the Buick cylinder is 1 inch (2.5 cm), so a late '60's Ford Mustang dual master cylinder should work."

"I believe the size and shape of the Mustang master cylinder would make it the choice to replace the Buick cylinder. Some changes may have to be made to the mounting bracket and probably to the push rod also. Then the brake lines would need to be altered to connect to the new dual master cylinder."

"When I was restoring my 1951 Buick Woodie, I replaced the stock Buick master with a '67 Cadillac dual master cylinder from a car that had only drum brakes. The Mustang master is easier to find now than a Cad unit, so that's why I recommend the Mustang. It also would need to be for a car with drum brakes only, as a disc brake car would have a different master with an equalizer valve being required."

Greg also sent me a 4 page article from a street rod magazine on installing a dual-chamber master cylinder. Greg says the information could be used to upgrade to a safer braking system. If you're interested, send me \$1.00 (\$2.00 outside U.S. and Canada) and I'll send you a copy.

On this same subject, **Howard Andrews** (#1031) writes: "I am not about to comment on the mechanical details in modi-

fying a modern (post '66 Buicks) master cylinder to fit a '38 Buick. My concern is the testing/bleeding process after the construction process has been completed.

I did such a procedure to my '66 Sport Wagon and it was very straight forward since the '67 cylinder fitted the firewall exactly. The bleeding process was also straight forward. The problem was being sure that you actually have a functioning dual braking system.

This requires that you check that the brakes on the front end of the car operate properly when the brakes on the rear of the car have failed and vice versa. After all the mechanical and bleeding work has been completed, open a bleed screw on the rear, push the brake pedal down and check that there is adequate clearance between the pedal and the floor. Close the rear bleed screw. Do the same check on the rear brakes by opening a bleed screw on the front brakes, pushing the brake pedal toward the floor and checking that there is adequate clearance between the floor and the brake pedal. Close up the front bleed screw. Adjust the pedal clearance if necessary. Re-bleed as necessary.

You are now sure that you have brakes on one end of the car when the other end has failed.

I didn't do this and found to my discomfort that I did not have a dual system when I needed it. The brake tubing to the rear of my '66 Sport Wagon failed and when I applied the brakes, the pedal touched the floor and the front brakes did not come on effectively. It was very exciting, but as it turned out, I was very lucky and no damage was done to people or property. But I did learn a lesson."

Technical TIPS

BUICK HOOD HINGE CAN BE A PROBLEM

By Harry Logan (#651)

The two hood sides on your car plus the stainless steel center strip form a hinge system for raising and lowering the hood. When you remove the hood and pull out the center strip, the hood separates into two pieces.

The hoods sides have a rounded metal ends that should slip easily into the curved sides of the stainless center strip. Some members have reported trouble using repro center strips because the curvature of the rolled sides is not correct, so the hood would not fit on the center strip or would bind when opened.

Original center strips were iron with a stainless covering over them. (You can see this in the photo at right). The stainless steel covering often tears and looks ugly. Many members have successfully removed the stainless covering and had the iron core chromed. Be sure the chrome shop does not put too much copper plating before re-chroming it. Too much plating will prevent the hood from sliding on.



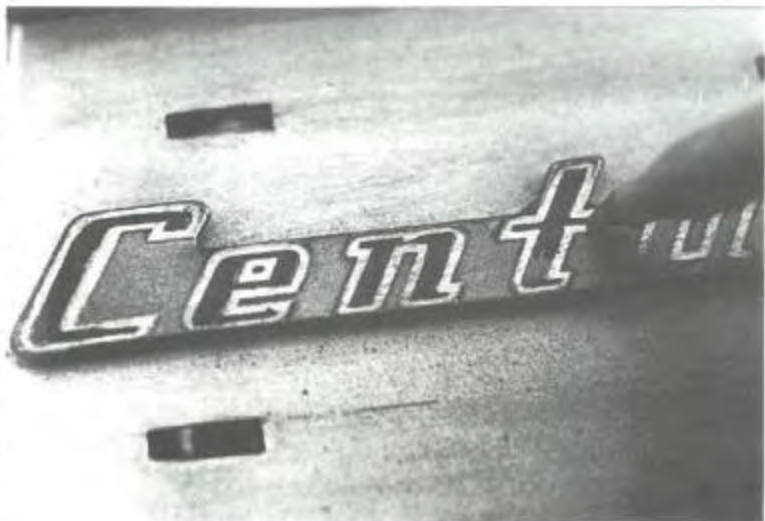
Also, there will be a slight color difference where the center chromed strip and stainless nose trim meet, but most people do not detect the difference.

----- PAINTING TRIM PIECES -----

By Harry Logan (#651)

Painting the bumper medallion, trunk emblem, bumperette black stripes, hubcaps or the CENTURY emblems on the hood of my '37 and '38 Buicks was always difficult for me using a small paint brush. I found that it's much easier using a pen as I've used a pen all my life.

By using permanent marker pens purchased in a stationary store or better yet, Testor paint pens purchased in a model shop, I was able to quickly and easily fill in the lettering and stripes. It stays on for a long time as it is paint and not washable ink. Using a paint pen also makes it easy to touch-up if this becomes necessary.



NEW Members

Frank Cwikla (#1111)
2315A Goodin Road
Friendship, WI 53934

Andrew Krutka (#1112)
P.O. Box 7024
Flint, MI 48507

Stanley Barraclough (#1113)
Sunsets, Shore Road
Ballaugh, IM7 5AZ
Isle of Man
U.K.

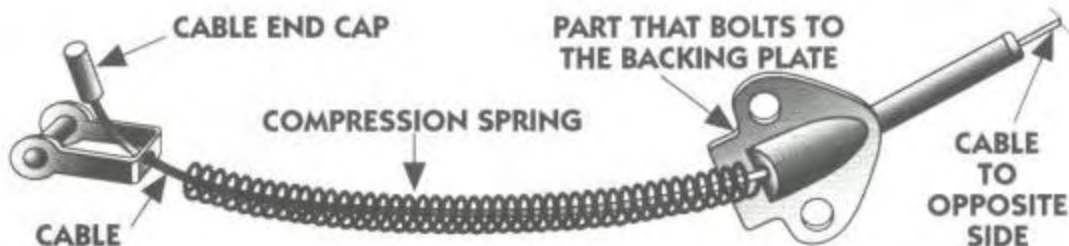
Bill Weber (#1114)
P.O. Box 968
Shingle Springs, CA 95682

Kevin Stilley (#1115)
1201 LaFayette Dr.
Manhattan, KS. 66502
37-41

Bob Ankeney (#1116)
P.O. Box 208
La Mirada, CA. 90637
37-60C
37-67

REPLACING THE EMERGENCY BRAKE CABLE

By David Bylsma (#117)



The cable that runs from my right rear drum to the left rear drum was rusted, stuck, and frayed. As I could not find a new one, I replaced the bad cable with a new stainless steel cable. Here's how to do it:

1. Measure the original cable before you do anything to find out what you must end up with.
2. Soak the rusted part with something that will cut the rust and allow you to pull the cable out of the cable housing. If yours is as bad as mine, you will have to pull one strand out at a time.
3. Clean all of the parts. Sandblast them if you have to.
4. Now you will need a new cable, 2 springs, 2 cable end caps and a crimping tool to crimp the end caps to the cable. To get these parts, ask around at work to the people that take care of maintenance or at other office buildings or businesses. Talk with the department manager and see what supply company they deal with.

See if they have a parts book from a supply company, then look the parts up. The place I work orders parts from: McMaster-Carr Supply Co.
P.O. Box 440
New Brunswick, N.J. 08903-0440
(201) 329-3200 (Sales Desk)

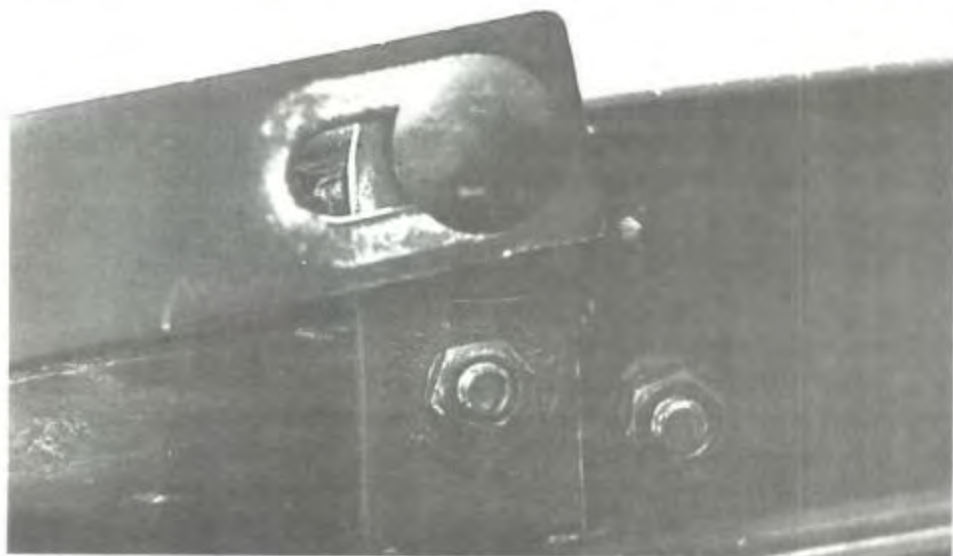
I used a 1/8" (.32 mm) diameter Stainless Steel Wire Rope #3458T26 and #9655K32 3/8" (.95 mm) Outside Diameter Compression Spring. The spring needs to be cut to a length of 5 1/4" (13.3 mm). You'll need two.

All of the parts are reasonably priced except the crimping tool. It cost about \$150.00. It looks like a large bolt cutter. Since I did not want to pay that kind of money for something I would only use once, I borrowed one.

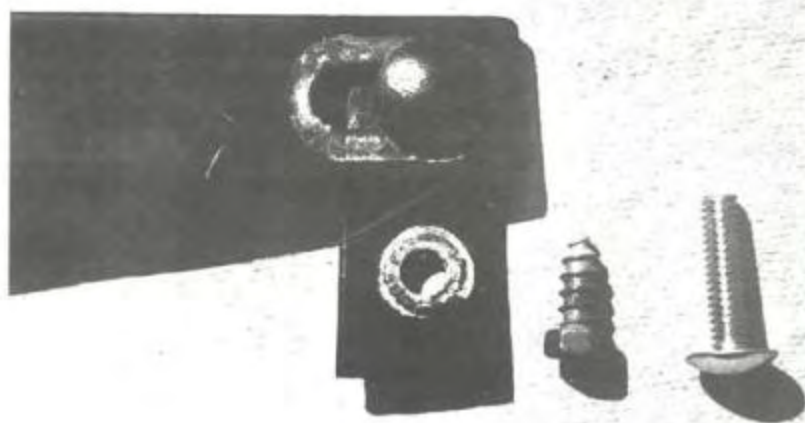
Find someone that works on airplanes or ultra-light gliders. They have a lot of cables. So someone that works on them would have a tool. Even if you can not borrow their tool, you may be able to get them to crimp the end cap on the cable for you.

REPAIRING 1938 BUICK HOOD SUPPORT ARMS

By Harry Logan (#651)



1938 Buick hood support arms are attached to the firewall with one sheet metal screw per arm. Most of the support arms I've seen have become loose because over time the sheet metal screw's holes have become enlarged. So the screws cannot grip the metal firmly and you end up with loose hood support arms.



A simple remedy is to drill a 1/4" hole through the metal firewall and interior kickboard where the sheet metal screw holes were. Now insert a one inch long 1/4-24 bolt with the slotted head inside the car. Attach the support arm using a lock washer and nut. Now the hood support arms are held firmly in place and won't work loose.

Parts

FOR SALE

- Parting 1937 & 1938 Specials. The following is just a portion of the parts available. Call with your needs.

- 1937 Parts

Coupe front seat.....	\$150.
Fender lights.....	\$ 65. pair
Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
Flat back & trunk back lids, no rust.....	\$ 40. each
Wiper transmissions.....	\$ 50. pair
Special manifold.....	\$100.
AA-1 carb.....	\$150.
Oil bath air cleaner with bracket.....	\$100.
Large series air cleaner.....	\$ 50.
80 & 90 sidemount fenders, no rust, minor dents with all brackets, two Roadmaster covers & one Limited cover.....	\$500.
'37 Special rims.....	\$ 40. each
Throttle cable.....	\$ 20.
Roadmaster rim.....	\$ 35.
Special transmission.....	\$100.
Complete Opera seat set-up from '37 coupe.....	\$500.
Special right sidemount brackets upper & lower.....	\$ 75.
Two new Moog lower inner shafts & bushings.....	\$75. pair
Rear view mirrors.....	\$ 15.
Steering column support with ignition, keyed.....	\$ 35.
Horn ring, excellent.....	\$ 75.
Map light switch.....	\$ 10.
Splash pans.....	\$ 35. pair
Spark plug covers.....	\$ 25.
Re-babbited rods (8).....	\$ 50.
Rear motor mounts.....	\$ 15. pair
Headlight switches.....	\$ 20.
Flywheel with excellent teeth.....	\$ 75.
40 & 60 series doors.....	\$ 50. each
Head light bezels.....	\$ 15.
Radio grills.....	\$ 15.
Wiper motors.....	\$ 15.
Front vent window frames & mechanisms.....	\$ 25. each
Rear vent windows.....	\$ 35. each
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors.....	\$ 50.
Bumper arms.....	\$ 15. each
Bumpers.....	\$ 30. each
Trunk hinges, very good condition.....	\$ 50. pair
Deluxe heater with defroster, disassembled. Needs paint and assembly.....	\$50.

(continued from page 23)

Headlights, complete.....	\$150. pair
Century radiator.....	\$100.
Roadmaster/Limited radiator.....	\$100.
• Parting 1937 Limited, 95% complete. Chassis restored with all new front end parts & rebuilt shocks. Includes all brake hardware, drums & rear end.....	
	\$900.
'37 Limited sidemount covers, very nice.....	\$500.
'37 Limited sidemount cups.....	\$ 75. pair
'37 Limited splash pans.....	\$ 65. set
'37 80 & 90 rear ash tray & lighter assemblies.....	\$ 65. pair
• <u>1938 Parts</u>	
734Z starter with solenoid.....	\$ 50.
Horn buttons.....	\$ 10.
Large series air cleaner.....	\$ 40.
Radio hole plugs.....	\$ 25.set
Left headlight bucket with stainless, no rust.....	\$ 25.
Special hood lettering.....	\$ 20. pair
Fender lights.....	\$ 75. pair
De-froster ducts.....	\$ 15. pair
Deluxe heater with defroster.....	\$100.
Wiper transmissions.....	\$ 75. pair
'38 Special rims.....	\$ 35.
Rear license plate stand, bracket & light.....	\$ 35.
Bumper guards.....	\$ 25.
Century steering sector.....	\$ 35.
Trunk emblems.....	\$ 35.
Tail lights, complete.....	\$ 75. pair
'37-'38 NOS lower radiator hose, large series.....	\$10 each.....\$ 25. for 3
Complete instrument cluster including water temp. bulb.....	\$100.
'38 assist straps with screws.....	\$ 15. each
Clock with complete wire harness.....	\$ 35.
Cowl stainless trim, very nice.....	\$ 20. pair
Throttle cable.....	\$ 20.
Lighter, complete.....	\$ 15.
Steering wheel, excellent core.....	\$ 35.
4 door sedan trunk handle, keyed.....	\$ 25.
Special radiator.....	\$ 75.
Battery tray.....	\$ 20.
AAV-1 carb minus choke & starter switch.....	\$75.
Trunk lid.....	\$ 75.
Special transmission.....	\$100.
Hood bar.....	\$ 65.
Generator.....	\$ 75.
Manifold.....	\$125.
AAV-1 carb complete.....	\$150.
Oil bath air cleaner.....	\$100.
Hood sides & tops.....	\$ 25. each
Rear fenders.....	\$ 50.-\$100.
Headlights, complete.....	\$150.

(continued from page 24)

Instrument cluster with complete heat unit.....	\$100.
Special motor, complete with all accessories, 39K miles.....	\$600.
Special semi-automatic transmission with all linkage, steering column and rear mount. 39K miles.....	\$400.
Special BDIB Marvel carb, complete.....	\$125.
Special, complete front end.....	\$200.
Special, rear end from automatic with 3.6 gears.....	\$400.

• All parts plus shipping

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN. 55316
(612) 427-3460

-
- 1938 60 Series non-welld front fenders, L&R. Very good cond.....\$125. each
Thom Schuttish (#6)
460 Duncan St.
San Francisco, CA 94131
(415) 894-0379

• 1937 Parts for Sale

Just bought a complete parts car. Call with your wants or SASE (2 stamps) for List.
Also see my ad 2 issues ago.

Klaxon horns & bracket (trumpet type).....	\$125. firm
Horn ring (pitted but restorable).....	\$ 65.
Back seat ash tray (complete).....	\$ 25.
Hood louvers (pair). Need minor repair.....	\$ 50.
Hood moldings. Sell only as a pair.....	\$125.
Door moldings. Sell only as a pair.....	\$ 50.
Pair of engine splash pans.....	\$ 50.
Exhaust manifold. Right and Left. No center.....	\$ 50. each

• And much, much more! • Add 20% postage. Large orders billed exact postage

Jerry Root (#422)
71 South Pollard Dr.
Fulton NY. 13069
(315) 593-2346 after 5 PM EST

• '37 & '38 Mixed For Sale

'37 15" Century rim in very good condition.....	\$ 65.
'37 Bumper Guard.....	\$ 25.
'37/'38 Hydraulic lifters, cam, rocker assembly, push rods etc. for Big Series car.....	\$100. set
'37/'38 Convertible wing vent pot metal.....	\$150. set
'37/'38 Convertible, three hooks that hold convertible top to windshield.....	\$ 50. set
'37/'38 Front door garnish molding for a 4-dr convertible.....	\$ 75. set

• The following parts are all '38

15" wheel in very good condition.....	\$ 65.
AAV-2 Carburetor with choke for Big Series cars.....	\$150.
Complete parking light assembly with good pot metal.....	\$100. set

(continued from page 25)

Tail lights with base, lens holder and lens.....	\$ 85. set
NOS Century running board chrome trim (one).....	\$ 95.
NOS king pins & bushings (40-60).....	\$ 75. set
NOS upper knuckle threaded pins & bushings (40-60).....	\$ 65. set
NOS lower control arms & bushings (40-60).....	\$ 75. set
Lower knuckle threaded pins (40-60).....	\$ 25. set
Limited center hood stainless strip.....	\$ 80.
Rear fenders for Special or Century.....	\$ 55.
Drivers side headlight ring.....	\$ 15.
Trouble light.....	\$ 15.
Sedan trunk handle.....	\$ 45.
Plastic repro parking light lens.....	\$ 20. set
Retainer spring for the throw-out bearing sleeve.....	\$ 15.
Clock, used.....	\$ 25.
Radio grille.....	\$ 15.
Hood hold open arms.....	\$ 15. set
Plate under fender, under pass. side tail light.....	\$ 8.
Pass. side tail light lens holder.....	\$ 10.
Post card showing a 1938 Buick model 48.....	\$ 8.

• All prices plus shipping. Call between 5:30 PM and 9:30 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD. 21144

(410) 551-7236

• From 1938 Special Model 41

'38 SPECIAL ENGINE, tired but still runs. 84K on car when pulled, with new clutch, throw out bearing and water pump. Carb, fuel pump, air cleaner and valve cover are incorrect. Will consider parting out if no response for complete engine.....

Headlight switch with knob and bezel.....

Front shocks (rebuildable cores).....

Complete Instrument Cluster in very good condition.....

Set of Rear Springs.....

Steering column and gearbox.....

• After market radio (maker unknown). Controls mount in dash like the Buick Centerline radio. Chassis mounts to firewall, plays very well.

May fit '37 or other GM bodies.....

• All parts plus shipping

Len Mermod (#900)

3408 South 256th Street

Kent, WA 98032

(206) 946-1650 after 5 pm PST

Parts

WANTED

• WANTED

For '38 Special Model 41

- Glove box light (clips on clock)
- Map light switch
- Glove box door catch
- Front clip molding
- 3.9:1 ring and pinion gears from '37 or '38 Century rear end

Len Mermod (#900)

3408 South 256th Street

Kent, WA 98032,

(206) 946-1650 after 5 pm PST

• WANTED

For 1937 Roadmaster Sedan Model 81F

- Hood ornament
- Drivers side front door stainless molding
- Radio grille
- 3 Cigarette lighters
- 2 Windshield wiper transmissions
- Hood (top) stainless molding

These parts are needed for "Big" Series Roadmaster. Most body parts from the smaller Special & Century Series are not interchangeable.

Preston Turner (#718)

514 E. Main Street

Washington, NC 27889

(919) 946-6651 evenings

(919) 975-2497 days

• WANTED

Special Sidemount Stainless Trim.

- Tread cover trim, side cover circular ring and BUICK emblem. For both sides.

Bill Moore (#993)

(916) 626-5054 PST

• WANTED

For 1937 Special

- Grille
- Heavy duty air cleaner
- Trunk protector
- Dash light switch
- Running board moldings
- Generator pulley for 918B
- Back window shade and hardware
- Dual Sidemount fenders, complete if possible
- "SPECIAL" hood inserts. Need right but will buy pair if necessary

Jerry Root (#422)

71 South Pollard Dr.

Fulton, NY. 13069

(315) 593-2346 after 5 PM EST

• WANTED

For 1938 Special

- 1938 Buick Special Sidemount fenders
 - 1938 Buick Special Passenger side plain fender
 - 1938 Buick Century Coupe or Sedan
- Walter Lopic (#999)
RD#2, New Brighton, PA. 15066
(412) 843-8206

• WANTED For 1938 Special

- 1938 Buick Jack
- 1938 Buick Special motor in restorable condition. Complete with starter, generator, intake/exhaust manifold, carb etc.
- 1938 radio with rear hanger bracket etc. None working ok.
- 3.9 Ring & Pinion gear from a Century. NORS or NOS

Dave Lewis (#237)

3825 S. Second St.

Springfield, Illinois 62703

(217) 529-5290

Cars

FOR SALE

• FOR SALE

1938 Buick Special Model 41 Four Door Trunk Back Sedan. Plain fenders, ground up restoration just completed. Titian Maroon, Hampton Coach Interior. This car was spared no expense, redi-stripped, stainless exhaust, professional paint, everything is correct. Too much money invested to admit. I have owned this car over 20 years.
Must Sell.....\$20,000.

Paul Terpeluk (#519)
10121 Fairlee road
Chestertown, Maryland 21620
(410) 778-6008

• FOR SALE

1937 Buick Special 2 Door Trunk Back Sedan Model 48. Car has been blasted and primed. No parts are missing. Frame and engine good, body needs some restoration work.
.....\$1,800.
for car or will sell parts.

Jim Kennedy (#1051)
FAX (201) 652-1403
Office phone (201) 447-4640 or
(201) 891-9292 (New Jersey)

• FOR SALE

1937 Model 41 Four Door Trunk Back Special Sedan. Stripped, no motor, good fenders, hood, trunk & nose. Bottom of doors rusty. Body solid, trunk has a little rust. Transmission and rear end on wheels. Must sell by Spring.....\$600.

Jerry Root (#422)
71 South Pollard Dr.
Fulton, NY. 13069
(315) 593-2346 after 5 PM EST

• FOR SALE

1938 Buick Special Model 41 Four Door Trunk Back Sedan. Recent frame off restoration. Runs and looks excellent. Has sidemounts original to car. Radio, no heater. Original upholstery and woodgrain ing. Excellent black enamel paint. California car, purchased new in San Francisco. I have owned this car since 1976.....\$13,000.

Ed Leo
(510) 796-0983 (work)
(510) 793-3570 (home)
Fremont, CA. (San Francisco Bay Area)

• FOR SALE

1937 Buick Special Sport Coupe
Car has been professionally restored 4 years ago from a nice original. 300 miles on it since then. Painted Dark Blue to match original color. New gray Hampton Coach interior. Most chrome redone. Factory Radio and Heater. Hunley Acuff running boards. All instruments rebuilt. Original tire pressure sticker on the back of the glove box door. Two jump seats. Plain Fenders.....\$16,500.

Hector Castro (Restorer and agent for owner)
8570 Casanova Rd.
Atascadero. CA 93422
(805) 461-3000

LESS "PING" — MORE POWER!



BUICK SPECIAL 4-door streamlined short sedan—\$1022 delivered at Flint, Mich. Complete with standard equipment

Another reason why Buick, with the DYNAFASH ENGINE and TORQUE-FREE SPRINGING, has the Most Modern Chassis in the world

YOU know that stepping up compression gives an automobile engine more brilliance. You also know that higher compression means more "ping"—and that "ping" means power-stealing pre-ignition. Now look how the DYNAFASH engine gets around that.

Pre-ignition starts at the point in the cylinder opposite the spark plug. But the special Turbulator built into the face of each Buick piston provides larger surface area at this point to carry away the heat that causes this pre-ignition.

So less "ping"! More power! And also — turbulence in the fuel charge that means better fuel combustion.

The net result is almost ten per cent more

power without increase in engine size or weight. And this flashing, brilliant, quick-responding power is made still more enjoyable by the velvet-smooth ride of TORQUE-FREE SPRINGING!

If you want to check that, just see the nearest Buick dealer for a demonstration.

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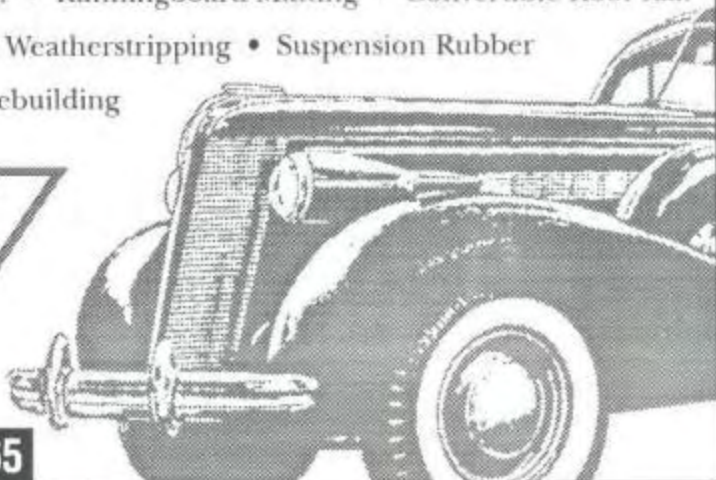
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Trunk Weatherstripping • Motor Mount Rebuilding



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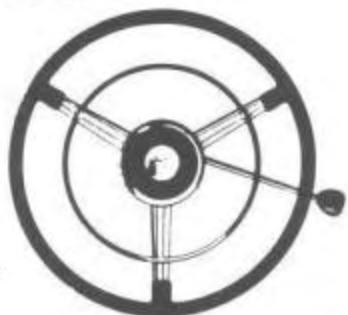


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STEERING WHEELS

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1937-38 All Models
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FF-378.....\$175.

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Glue-in.....DW-378.....\$1.70 ft.
Clip-in.....DW-80.....\$3.40 ft.

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Clip Type.....DW-369.....\$1.80 ft

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**TRUNK SEAL For COUPES. 9/16" X 1"**

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**CLUTCH and BRAKE PEDALS Series 40-60**

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Brown.....CB-343BN.....\$5.50 ea.
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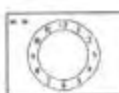
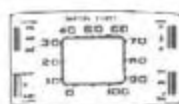
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